

Ex-Prisoners of War Parade.

Denver, Colo., Sept. 6.—Yesterday marked the formal opening of the thirty-ninth annual national encampment of the Grand Army of the Republic. In connection with the meetings of the Grand Army there will be held the annual gatherings of the National Woman's Relief Corps, the National Daughters of Veterans, the National Sons of Veterans, the National Ladies' Aid Society, the National Ladies of the G. A. R., the National Association of Naval Veterans, and the National Association of Ex-Prisoners of War. The meetings and reunions of these various organizations will continue until Saturday.

Several events were scheduled for today, the principal one of which was the parade of the naval veterans and ex-prisoners of war. Of this parade the men of the Grand Army of the Republic were spectators. Their own big parade will take place tomorrow, when, it is expected, veterans variously estimated at from fifteen to thirty thousand will be in line. A conservative estimate of the number of visitors in the city on account of the encampment placed the number at 75,000 with the likelihood of 50,000 more for the parade tomorrow. The streets are thronged.

Headquarters of the Woman's Relief Corps, Ladies of the G. A. R., and Daughters of the Veterans were opened today in the Brown Palace Hotel. In the parlors of the same hotel tonight a big reception will be given by the Woman's Relief Corps in honor of

the national officers of the Grand Army of the Republic.

Much interest centers in the choice of a new commander-in-chief of the G. A. R. Corporal Tanner continues the most prominent candidate for the office, with Burton, of Ohio, and several others still mentioned.

Incredible Brutality.

It would have been incredible brutality if Chas. F. Lemberger, of Syracuse, N. Y., had not done the best he could for his scolding son, "My boy," he says, "but a fearful gash over his eye, so I applied Bucklen's Arnica Salve, which quickly healed it and saved his eye." Good for burns and ulcers, too. Only 25c at J. C. Perry's Drug Store.

A. E. Goss, an eastern man, who invested in timber land in North Bend, paying \$100 per acre for it, recently sold the timber on it for \$115 per acre, and now values his land at \$1000 per acre.

Commencing September 1st

The Southern Pacific will sell special tickets to Portland and return, account Lewis and Clark exposition; rates: One and one-third fare for round trip, \$1.85. Limit: Thirty days, but not later than October 31, 1905.

W. E. COMAN, Gen. Pass. Agt.

CASTORIA.
The Kind You Have Always Bought
Beware of cheap imitations.
J. C. Perry's Drug Store

THE BUSY MICROBE

The chief engineer, M. Lemaire, in charge of Allier, has recently made an interesting communication to the Society of Mineral Industry, in which he advances a theory of the formation of combustible fossiliferous minerals—that is, coal, mineral oils, etc., in their various forms.

M. Lemaire began explaining that the transformation of vegetable growth into combustible minerals was the result of the action of microbes. The ferments (aerobis; air-breathing, microscopic organisms), active in the marsh bed at not too great depth, have set free principally carbon dioxide; the others (anaerobis), found at the bottom in the less aerated water, have especially set free methane or marsh gas. The enriching in carbon which has been the consequence of the freeing of these gases has varied with the composition of the vegetable matter, the antiseptic condition of the surrounding mass, and all circumstances which may have influenced the progress of microbic action, such as excessive pressure, high temperature, dryness and electric currents, all of which would have the effect of retarding this action.

Animal or vegetable matter introduced by the winds or streams is thought to have modified the ultimate nature of the combustible formed, sea grass giving peat bogs; pollen, channel coal; organic matter, bituminous schists. During the transformations not only did gases emanate—carbon monoxide, methane, carbon dioxide—but also some liquids appeared whose antiseptic action may have arrested fermentation. These disengaged liquids formed petroleum and asphalt.

The action of microbes is a generally recognized fact. Why can we not yet recognize it as sufficient to explain the formation of combustibles? It is because we cannot, by experiments, reproduce the process of enriching vegetable deposits in carbon as it goes on in nature. We can say only that at the time of these transformations the temperature was not higher than 140 Fahrenheit. Carbon monoxide and carbon dioxide were thus produced, but by slow combustion and, without interruption the fermenting substances being cooled by the surrounding water. This amount of heat may have had some influence on the geothermic degree of coal-bearing measures.

Once the matter of the transformation is admitted there remains the study of stratigraphic conditions of coal deposits. In analyzing the phenomena of alluvial deposits and matter brought by streams the engineer recognizes what he calls "conic formation," and sees in it the most usual way of the formation of coal basins, which are covered afterward as the depressions fill up, and are affected by the orological movements, slow or rapid. The layers of coal have been formed by series of intermittent floods which explains the sterile intercalations in the layers of the veins of the same bed; they have taken the form of the pre-existing talus and have been subject to all its vicissitudes.

M. Lemaire shows us that his theory excludes neither that of M. Stanislas Meunier of the formation of fluvial beds nor M. Breton's. M. Grunnet's, M. Fayol's nor that of M. Grand Eury on the same subject.

The Secret of Success.

"Get something the people need. Then let the people know you've got it." That is the plain talk prescription for business success given by Mr. H. L. Kramer, the famous creator and advertiser of Castoria, Candy Cathartic, which in a few years have developed a sale of a million boxes a month. Every reader of this newspaper knows that the manufacturers of Castoria have persistently used newspaper advertising to "let the people know" and the results have shown that Mr. Kramer "got something the people needed." It is a great object lesson in the school of business.

FLETCHER'S CASTORIA
CHILDREN CRY FOR

Dr. Stone's Drug Store

does a strictly cash business, owes no one, and no one owes it; carries large stock; its shelves, counters and show-cases are loaded with drugs, medicines, notions, toilet articles, wines and liquors of all kinds for medical purposes. Dr. Stone is a regular graduate in medicine and has had many years of experience in the practice. Consultations are free. Prescriptions are free, and only regular prices for medicine. Dr. Stone can be found at his drug store, Salem, Oregon, from 8 in the morning until 8 at night.

CONSUMPTION'S WARNING



Inside facts soon become evident in outward symptoms.—Dr. J. G. GREEN.

The aid of scientific inventions is not needed to determine whether your lungs are affected. The first symptoms can be readily noted by anyone of average intelligence. There is no disease known that gives so many plain warnings of its approach as consumption, and no serious disease that can be so quickly reached and checked, if the medicine used is Dr. Roschke's German Syrup, which is made to cure consumption. It is in the early stages that German Syrup should be taken, when warnings are given in the cough that won't quit, the congestion of the bronchial tubes and the gradual weakening of the lungs, accompanied by frequent expectoration. But no matter how deep-seated your cough, even if dread consumption has already attacked your lungs, German Syrup will surely effect a cure—as it has done before in thousands of apparently hopeless cases of lung trouble. New trial bottles, 25c. Regular size 75c. At all druggists.

Sold in Salem by S. C. Stone.

YOUTH MAKES A DISCOVERY.

Invents Wireless Telegraph Apparatus That attaches to Telephone.

San Francisco, Sept. 6.—Francisco J. McCarthy, a 17-year-old San Francisco boy, seems to have demonstrated the application of wireless telegraphy to the telephone. Yesterday at Ocean Beach, on home-made instruments, he was able to carry the words of a song for one mile, so that it was heard distinctly at the other end of his circuit. For several months the boy has been working at his invention, on which he hopes to get a patent. His apparatus is a secret. In the basement of the Cliff House, in front of his apparatus, he sang half a dozen songs, and the newspaper men and others at his receiving station, a full mile away, heard the words as distinctly as if they came over an ordinary telephone wire.

GET DOWN TO FACTS.

Read What Salem Citizens Say. Get down to the facts of the matter. Don't take a stranger's word. It is easier to prove the truthfulness of statements made by citizens of Salem than endorsements coming from some far-away place. Read the following:

Frank V. Muller, living on East State street, Salem, Oregon, says: "Without question Doan's Kidney Pills is the best remedy for the kidneys that I ever used, and I recommend it with confidence to anyone looking for a good cure. I was subject to attacks of backache for more than six years, having heavy bearing down pains through the loins and kidneys and it hurt me when I lifted anything. I always got up in the morning with a lame and sore back. In addition to these annoyances there was an irregularity in the action of the kidneys which was very exasperating. I used several remedies but nothing seemed to do me any good. Finally, hearing about Doan's Kidney Pills I got a box at Dr. Stone's drug store. The first box did me so much good that I got a second. I was soon relieved of the pain in my back and the other annoying difficulties entirely disappeared. For sale by all dealers. Price, 50 cents. Foster-Milburn Co., Buffalo, New York, sole agents for the United States.

Remember the name—Doan's—and take no other.

The Southern Pacific Company
Will sell tickets, Salem to Bowell Springs and return up to and including September 30, 1905, limited to 30 days, rate of \$5.50. 6-5-1f



Miss Anna Hoch, daughter of Governor Hoch, of Kansas, who christened the new American battleship Kansas, which was launched in Camden on August 12th.

REDUCED EXCURSION RATES.

To the Seaside and Mountain Resorts for the Summer Vacations.

On and after June 1, 1905, the Southern Pacific, in connection with the Corvallis & Eastern railroad will have on sale round trip tickets from points on their lines to Newport, Yaquina and Detroit at very low rates, good for return until October 10, 1905.

Three day tickets to Newport and Yaquina, good going Saturdays and returning Mondays are also on sale from all east side points Portland to Eugene inclusive, and from all west side points, enabling people to visit their families and spend Sunday at the seaside.

Season tickets from all east side points Portland to Eugene inclusive, and from all west side points are also on sale to Detroit at very low rates with stop over privileges at Mill City or any point east enabling tourists to visit the Santiam and Breitenbush Hot Springs in the Cascade mountains, which can be reached in one day.

Season tickets will be good for return from all points until October 10. Three day tickets will be good going Saturdays and returning Mondays only. Tickets from Portland and vicinity will be good for return via the east or west side at option of passenger. Tickets from Eugene and vicinity will be good going via the Lebanon Springfield branch, if desired. Baggage on Newport tickets checked through to Newport; on Yaquina tickets to Yaquina only.

S. P. trains connect with the C. & E. at Albany and Corvallis for Yaquina and Newport. Trains on the C. & E. for Detroit will leave Albany at 7:30 a. m., enabling tourists to the Hot Springs to reach there the same day. Trains from and to Corvallis connect with all east side trains on the S. P. Full information as to rates, time tables, etc., can be obtained on application to J. Mayo, Gen. Pass. Agt., C. & E. R. R., Albany; W. E. Coman, G. P. A., S. P. Co., Portland or to any S. P. or C. & E. agent.

Rate from Salem to Newport \$5.00.
Rate from Salem to Yaquina \$4.50.
Rate from Salem to Detroit \$3.60.
Three-day rate from Salem to Yaquina or Newport \$3.00. 6-1-1f

MARKET QUOTATIONS TODAY

"Make Salem a Good Home Market."

Poultry—at Steiner's Market.
Eggs—Per dozen, 20c.
Ducks—11@12c.
Hens—9@10c.
Fry—12c.

Baker, Lawrence & Baker.
Eggs—Per dozen, 20c.
Fruits, Vegetables, Etc.
Potatoes—25@30c.
Onions—1 1/2c.

Tropical Fruits.
Bananas—5 1/2c lb.
Oranges—\$4.50@4.00.
Lemons—\$5.50@4.50.

Live Stock Market.
Steers—2 1/2c.
Cows—1 1/2@2c.
Sheep—4c.
Dressed veal—6c.
Fat hogs—5 1/2c.

Baled Clover—\$7.00@7.50.
Cheat—\$7.
Timothy—\$9@9.50.
Grain—\$7@7.50.
Bran—\$22.50.
Shorts—\$24.50.

Eggs, Butter and Cream.
By Commercial Cream Co.
Butter—30c.
Butter fat—27 1/2c at station.

Wheat—60@63c.

Hay, Feed, Etc.
Baled Cheat—\$10.
Oats—Choice white, \$1.55@1.40.
Millstuffs—Bran, \$19.00.
Hay—Timothy, \$12.00.
Potatoes—\$1.15@1.20.

Poultry—Chickens, mixed, 12 1/4@13c; per lb; hens, 13c per lb; roosters, old, 10c per lb; fryers, 22c per lb; ducks, \$4.00@9.00 per doz; geese 8@9c per lb; turkeys, 17@15c per lb; dressed, 20@21 1/2c per lb; squabs, \$2.50@3.00 per doz.

Pork—Dressed, 7 1/2@8c.
Beef—Dressed, 2 1/2@3c.
Veal—5@5c.
Mutton—Dressed, 6 1/4@7 1/2c.
Hops—Contract, 1905, 16c; 1904 crop, 25c for choice; 23@24c for primes and mediums.

Wool—1905 clip, valley, coarse to medium, 24 1/4@25 1/4c; fine, 26 1/4@28c; Eastern Oregon, 19@22c.
Mohair—Nominal, 30@31c.
Butter—Fancy creamery, 20@21 1/2c; dairy, 16 1/4@17c; store, 15@15 1/2c.

Special Excursion Rates.
August 24 and 25 and September 16 and 17, the Southern Pacific company will sell 90-day special excursion tickets to eastern points. Stopover granted going and returning. For particulars see agents.



Three Trains to the East Daily.

Through Pullman standard and tourist sleeping cars daily to Olympia, Chicago, Spokane; tourist sleeping cars daily to Kansas City; through Pullman tourist sleeping cars (seasonally conducted) weekly to Chicago; reining chair cars (costs free) to the East daily.

70 "HOURS" 70
PORTLAND TO CHICAGO
No Change of Cars

DEPART FOR	TIME SCHEDULE From Portland, Or.	ARRIVE FROM
Chicago Portland Special 9 15 a. m. via Hunt- ington	Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and East.	8:25 a. m.
Atlantic Express 9 15 p. m. via Hunt- ington	Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and East.	7:15 a. m.
St. Paul Fast Mail 6 17 p. m. via Spokane	Walla Walla, Lewiston, Spokane, Walla, Pullman, Minneapolis, St. Paul, Duluth, Milwaukee, Chicago, and East.	8:25 a. m.

Ocean and River Schedule.

For San Francisco—Every five days at 8 p. m. For Astoria, way points and North Beach—Daily (except Sunday) at 8 p. m.; Saturday at 10 p. m. Daily service (water permitting) on Willamette and Yamhill rivers.

For fuller information ask or write your nearest ticket agent, or
A. L. CRAIG,
General Passenger Agent,
The Oregon Railroad & Navigation Co., Portland, Oregon.

CORVALLIS & EASTERN RAILROAD

TIME CARD N. 23.

No. 2 for Yaquina—
Leaves Albany 12:45 P.M.
Leaves Corvallis 1:45 P.M.
Arrives Yaquina 5:45 P.M.

No. 1 Returning—
Leaves Yaquina 7:15 A.M.
Leaves Corvallis 11:30 A.M.
Arrives Albany 12:15 P.M.

No. 3 for Albany-Detroit—
Leaves Albany for Detroit 7:30 A.M.
Arrives Detroit 12:30 P.M.

NO 4 from Detroit—
Leaves Detroit 1:30 P.M.
Arrives Albany 6:30 P.M.

No. 5 for Albany—
Leaves Corvallis 6:30 A.M.
Arrives Albany 7:10 A.M.

No. 8 for Corvallis—
Leaves Albany 2:40 P.M.
Arrives Corvallis 3:20 P.M.

No. 7 for Albany—
Leaves Corvallis 6:00 P.M.
Arrives Albany 6:40 P.M.

No. 6 for Corvallis—
Leaves Albany 9:15 P.M.
Arrives Corvallis 9:55 P.M.

Train No. 1 arrives in Albany in time to connect with the S. P. south-bound train.

Train No. 2 connects with the S. P. trains at Corvallis and Albany, giving direct service to Newport and adjacent beaches.

Train No. 3 leaves Albany for Detroit at 7:30 a. m., arriving there in ample time to reach the Breitenbush hot springs the same day.

Train No. 4 between Albany and Detroit connects with the Eugene local at Albany, also with local from Corvallis.

Train No. 5 leaves Corvallis at 6:30 a. m., arrives at Albany 7:10 a. m., in time to catch Eugene local to Portland and train to Detroit.

Train No. 8 leaves Albany for Corvallis at 2:40 p. m., after the arrival of S. P. northbound overland.

Train No. 7 leaves Corvallis at 6:00 p. m., arrives in Albany at 6:40 p. m., in time to connect with the local for Eugene and way points.

Train No. 6 leaves Albany for Corvallis at 9:15 p. m., after the arrival of the S. P. local from Portland.

For further information apply to
J. C. MAYO, Gen. Pass. Agt.
T. COCKERELL, Agent, Albany.
H. H. CRONISE, Agent, Corvallis.

EXCURSION RATES

During the Lewis and Clark exposition the O. C. T. Co. will make the following rate: Salem to Portland, one way, 75 cents; round trip, \$1.00. Tickets good ten days. Boats leave daily at 7 a. m.

M. P. BALDWIN, Agt.
Dock Foot of Trade Street

Phone: Main 2953.

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MONMOUTH STATE NORMAL

Begins its 24th year

September 26.

THREE FULL COURSES OF STUDY.

Preparing for County and State Certificates. Higher courses recognized in Washington and other states.

Demand for Normal Trained Teachers

Longer terms, higher wages and better opportunities for promotion award the Normal Graduate for his enterprise. School directors appreciate the superior ability of Monmouth graduates, and the demand far exceeds the supply. Special attention given to methods work in graded and ungraded schools.

Catalogue Containing Full Information.

Will be sent on application. Correspondence invited. Address
J. B. V. BUTLER, Secretary. E. D. RESSLER, President.

UTILITY THE SUPREME TEST

Locomotives are not made because they are wonderful—but because THEY ARE USEFUL.

Telephones are not so plentiful because they are marvelous—but because THEY ARE USEFUL.

You don't own a typewriter or watch or a dictionary or a lawn mower or a safety razor because they are pretty or modern or customary—but because THEY ARE USEFUL.

Use and worth decide—and utility tips the scales when mere beauty or novelty are the counterweights.

WANT ADVERTISING is important to you—not because it is one of the "interesting" things of modern life, but because, tested, and measured and weighed in any way whatever, IT IS USEFUL TO YOU

It is as practicable as a street car—as easy to use as an umbrella—it is a part of the MACHINERY by which you DO THINGS in your office and store and home—acting at once as salesman and buyer.

YOU WILL FIND AS MANY USES FOR WANT ADVERTISING AS FOR YOUR TYPEWRITER, YOUR UMBRELLA, OR YOUR STREET CAR.

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